

**B. R. T. TO TAKE LINES
REJECTED BY RIVAL**

Inform City It Will Accept
Terms with Slight
Modifications.

ACTION EXPECTED TO-DAY

**President McAneny Urges Quick
Agreement, While Chairman
Willcox Hints at Some
Further Delay.**

Colonel Timothy S. Williams, president of the Brooklyn Rapid Transit Company, last night informed the city's conferees through Borough President McAneny that his company was ready to take the transit lines rejected by the Interborough company in accordance with the city's offer of April 25, subject to certain modifications. The modifications on which the company stands are slightly different from those laid down in the reply of the B. R. T. forwarded on Tuesday night. In the course of the day the company yielded a few things and received assurances that a majority of the members of the Board of Estimate would be willing to accept the modifications as altered.

This places President McAneny, as chairman of the conference committee of the Board of Estimate, in a position to report fully to the board at its regular meeting this morning. His committee, including also Borough President Miller of The Bronx, and Borough President Cromwell of Richmond, had a conference with the members of the Public Service Commission last night.

The question as to whether the committee should recommend that the Board of Estimate take definite action to-day was discussed at some length. It was said that no statement on that point would be made, but it is believed that no determination will be reached until this morning.

Chairman Willcox of the Public Service Commission was inclined to take the ground that the reply of the B. R. T. was not an acceptance under the terms of the report, as it involved conditions, and in view of that fact he was inclined to go slow. President McAneny expressed the opinion that the entire matter should now be pressed to a conclusion by July 6 and that it would be absurd to enter into more negotiations at this time.

President McAneny, in line with his policy from the start, wants to have whatever action is taken to be unanimous and does not seek any open division on the question among the city's representatives. After various conferences yesterday it was determined, however, so it was stated last night, that if the question of ratifying the acceptance of the Brooklyn Rapid Transit is brought to a vote to-day at the meeting of the Board of Estimate and Apportionment at least ten votes will be cast in its favor. The votes counted in this connection are the three of Controller Prendergast, the three of President Mitchell of the Board of Aldermen, the two of President McAneny and the two of Borough President Fitch of Brooklyn.

Lines B. R. T. Would Take.

The lines rejected by the Interborough, which the Brooklyn Rapid Transit now offers to operate, are:

The proposed Lexington avenue section of the triborough route, from 9th street and Broadway to the Bronx.

The Southern Boulevard and Westchester avenue line as far as the Bronx River.

The Jerome avenue line as far as Kingsbridge Road.

Elevated lines proceeding easterly from the Queensboro Bridge; one to Astoria, and the other to Woodside and Corona.

The Eastern Parkway line, in Brooklyn, with extensions down Nostrand avenue to Flatbush avenue, and from Flatbush avenue out Livonia avenue to New Lots Road.

The Brooklyn Rapid Transit Company offers to give a five-cent fare over the entire system, which means a five-cent fare from The Bronx to Coney Island.

Chairman Willcox stated several times yesterday that he believed that the city should live up to the terms of the McAneny-Willcox report. He expressed the belief that if the Brooklyn Rapid Transit Company was allowed to suggest modifications and have them considered the Interborough should receive the same privilege.

"I have no hesitancy in saying," he declared, "that if any new proposition should come from either company it would not be thrown out of the window. I believe the first thing to do is to let the contracts for the construction of the triborough route. It is not necessary that an operating agreement be made now. If the companies do not like the city's terms, then the city should go ahead with the idea of obtaining an independent operator."

The Interborough started a campaign yesterday to arouse sentiment against giving the proposed new lines to the Brooklyn Rapid Transit Company. It had posters put up stating that it would be an outrage to permit the city to be cut up into two fare zones. President Fitch issued a statement in which he said:

"We desire to correct the false impression current in the newspapers this morning that the Brooklyn Rapid Transit Company accepted terms which the Interborough refused. The conditions were absolutely unequal. In fact, we offered, if given the Brooklyn Rapid Transit Company's terms, to operate subways wherever the city desired. We had no alternative but to refuse the proposition made to us in the McAneny report. We were advised that our acceptance must be unconditional, and the conditions left no other course."

"Must Furnish Half the Money."

"The Interborough Company was requested to secure private capital to com-

Continued on second page.

NEW TICKET OFFICE
Pennsylvania Railroad, 561 Fifth avenue,
New York. Open July 1.—Adv.

**A FEW Americans yet live
whose fathers, under the
banner of Washington, per-
sonally shared in the consum-
mation of this Nation's inde-
pendence.**

Some of their photographs
will be reproduced in next

SUNDAY'S TRIBUNE**YESTERDAY IT SNOWED!**

**Steamers Held Up on Lake
Superior by Storm.**

Duluth, Minn., June 28.—Steamers down the lake are sending in wireless messages stating that they are late because they have been held up by a snowstorm this side of the Canadian "Soo."

Snow fell in abundance, according to the report, all last night. During the storm most of the freighters anchored and rode safe until the snowfall ceased.

Forty-one degrees, with a stiff east wind blowing through the city streets, brought out winter wraps in Duluth to-day, despite a brilliant sun.

FIRE ON BOARD THE OHIO

**Flames Approach Within a Few
Feet of Where Powder Was.**

Fire caused by a workman dropping a red hot rivet on some insulated wires in the after turret of the battleship Ohio at the Brooklyn navy yard yesterday threatened for a time to destroy the vessel, and kept the crew busy with the hose for more than an hour. The Ohio has just undergone extensive repairs and was to have sailed to-morrow.

When the blaze started Captain Buchanan, in command of the vessel, had the call for general quarters sounded and the crew of 750 men were at their places in a few seconds. The flames went to within seven feet of a section of the magazine where more than two hundred cans of powder were stored, before the jacks got it under control.

Two sailors were overcome by the smoke and had to be carried out by their comrades. The officers at the navy yard could not tell last night what the damage would be, but repairs will probably detain the Ohio some days.

COURTHOUSE BILL PASSED

**Assembly Approves Measure for
Building in City Hall Park.**

[By Telegraph to The Tribune.]
Albany, June 28.—The Assembly to-day passed the bill of Senator Stillwell making it mandatory for the New York Board of Estimate and Apportionment to make appropriations for the erection of a court house in City Hall Park in Manhattan, if within four months the Court House Commission does not select another site.

Assemblymen Morrill and Murray attacked the measure, the latter stating that it was against the principle of home rule and that it had the wrong title. The proper title, he said, should be "an act to locate a court house in City Hall Park." He said the Mayor was opposed to the bill.

Neither Assemblyman, however, forced the bill to a vote by a slow rollcall. If they had, the bill undoubtedly would have been defeated, for after the result of the rising vote was announced many Democrats asked to be recorded in the negative. These included Beach, Friedman, Fy, Goodman, W. R. Herrick, Kennedy, Lent, J. Levy, Mark and Warren.

FOUND \$40,000 IN CELLAR

**Dr. Tiel, of Matteawan, Discovers
Hoard of Former Boarder.**

Matteawan, N. Y., June 28.—Dr. Arthur R. Tiel, of this village, went into the cellar of his home this afternoon and found in an old, home-made vault under the ground some \$40,000 in money and securities. The treasure is believed to have been placed there by William H. Badaeu, who boarded at the Tiel home and died several months ago.

In looking over Badaeu's papers there was found a roughly drawn plan of the cellar, on which was indicated a square with the word "vault" written near by. Dr. Tiel took the plan, went to the cellar and unearthed the fortune.

After Badaeu died it was found he had left an estate of over \$500,000. Badaeu had been connected with a New York photographic supply firm.

TWO KILLED BY AUTOS

**Girl Runs in Front of Car—
Woman Becomes Confused.**

A young girl and a woman were killed by automobiles while walking in the city's streets yesterday. The child was run down by West 11th street, and the woman met her death at Eleventh avenue and 29th street. Both died in hospitals within a few minutes after being admitted.

Catherine Costello, a little schoolgirl, was playing in front of her home, No. 222 West 11th street, when an automobile in charge of William Boyden, of No. 29 West 64th street, came along the street, bound west. The machine was not going fast, according to witnesses of the accident, but the child ran directly beneath the wheels and was thrown heavily to the street. She died in St. Vincent's Hospital.

Miss Mary Kilpatrick, of No. 434 Eleventh avenue, was crossing the avenue when she was crushed at the base of the nose and stopped directly in the path of an auto truck driven by Thomas Deely, of No. 422 West 58th street. The heavy wheels passed over her body, injuring her internally. She died in the New York Hospital.

FAVORS STREETCAR TRANSFERS.

[By Telegraph to The Tribune.]
Albany, June 28.—The Assembly Rules Committee to-night unanimously reported the Goldberg bill making mandatory the giving of transfers by the street railways in the boroughs of Manhattan and The Bronx in New York City.

Albany Day Line second meeting held last night. Delightful outing. Tel. Spring 1411.—Adv.

**FLAMES FROM MUNICIPAL
BUILDING LIGHT CITY**

**Firemen Get Water to 24th Floor
After Some Delay, Smothering
Highest Blaze on Record.**

ALARM FROM MANY SOURCES

**Confusion Follows, but Burning
Lumber Pile Causes Little
Loss, Though Thrilling
to the Spectators.**

Excitement took possession of Park Row, Centre street and nearby thoroughfares last night at 8 o'clock, when the new Municipal Building's jealousy of the Statue of Liberty flared forth without warning in a premature effort to enlighten the world. The effort produced the highest blaze ever fought by the Fire Department of New York City, engendered in the piles of lumber gathered up under the roof on the twenty-fourth floor of the building, to be used in bracing the concrete forms along the upper floors and in the cupola.

The fire was seen from many parts of the city before the engines finally found the elusive flames and smothered them with water. The first notice of their existence came to Fire Headquarters through a telephone message from the fireboat New Yorker, lying down in the East River, near the Battery. Word was immediately flashed to Engine 12 in William street, which lost no time in hitching up and racing to the spot indicated. In the mean time some one who had caught sight of the flames from Brooklyn Bridge warned Watchman Bartholomew H. Clancy, stationed on the Centre street side of the building, who in turn reported to the chief night watchman, William Duval.

When Duval went up in the elevator to the twenty-first floor, as far as the elevator would go, he had with him Sergeant Stapleton and Patrolman Kennedy, of the Elizabeth street station. They forgot to take water with them, however, and came down again. Before they reached the bottom five engines, two hose companies, two trucks and the new automobile water tower were stirring the neighborhood to a frenzy with their wild bells, seeking in vain for the fire to which some dutiful citizen had summoned them. The dutiful citizen had rung in an alarm at Box 102 at New Chambers street and New Bowers, five blocks away.

Acting Deputy Chief Thomas Hayes, Battalion Chief Walsh, two score of firemen and six lengths of two and one-half inch hose finally reached the top floor of the skeleton skyscraper, some of the workmen's elevator to the twenty-first floor, thence by stairs, and a few venturesome spirits all the way up on foot. They found the flames eating along the piles of lumber in the south wing of the building and beginning to crawl up into the cupola, almost directly above. It was a long time before the water came. In the mean time the men did what they could to beat out the sparks that fell about them in the dark and prevent the flames from spreading upward or downward.

At last the end of a standpipe was located on the twentieth floor at the northern end of the building and an attachment made. But when Engine 12 was connected down below and began to pump 250 pounds of pressure into the pipe, something else went wrong. Battalion Chief Worth was sent down to investigate. He found two places in the standpipe where the caps had been left off, he said, permitting the precious water to escape. He plugged them up with pieces of wood. Then the fire's term of life was short.

"It was a tough job," said Deputy Chief Hayes. "There were holes everywhere, and it was dark as pitch. The word was 'Follow the man with the lantern.'"

AMES WEDS MRS. JANNEY

**Her Second Husband Killed Him-
self in the Colonel's Quarters.**

Sacramento, Cal., June 28.—Colonel Robert F. Ames, of New York, and Mrs. Madeline Janney, formerly Miss Madeline McKissick, of this city, widow of Lieutenant Clarence M. Janney, who shot and killed himself in Manila about a year ago, were married in Sacramento yesterday at the residence of R. T. McKissick, an attorney, it transpired to-day.

Clarence M. Janney was at the time of his death a second lieutenant in the 12th Infantry, stationed at Manila. On the evening of March 12, last year, the lieutenant shot himself through the head in the presence of his wife and Colonel Ames, of the same regiment, at the dinner table in the colonel's quarters, at Fort William Henry, in Manila.

Following the discovery by Janney that his wife had presented to Colonel Ames a loving cup given to her husband by his fellow officers a heated argument arose. In the midst of it Janney rushed out and, returning in a few moments with a revolver, shot himself. It was declared at the time that the shooting was accidental and that Janney had merely intended to make a demonstration. A report also had it that Colonel Ames had done the shooting, but he was exonerated after an examination.

Mrs. Janney's first husband was Dr. Edgar Brugiere, from whom she obtained a divorce on the ground of non-support. Janney married her in this city in 1888. She came from a prominent San Francisco family. Janney entered the army as a private.

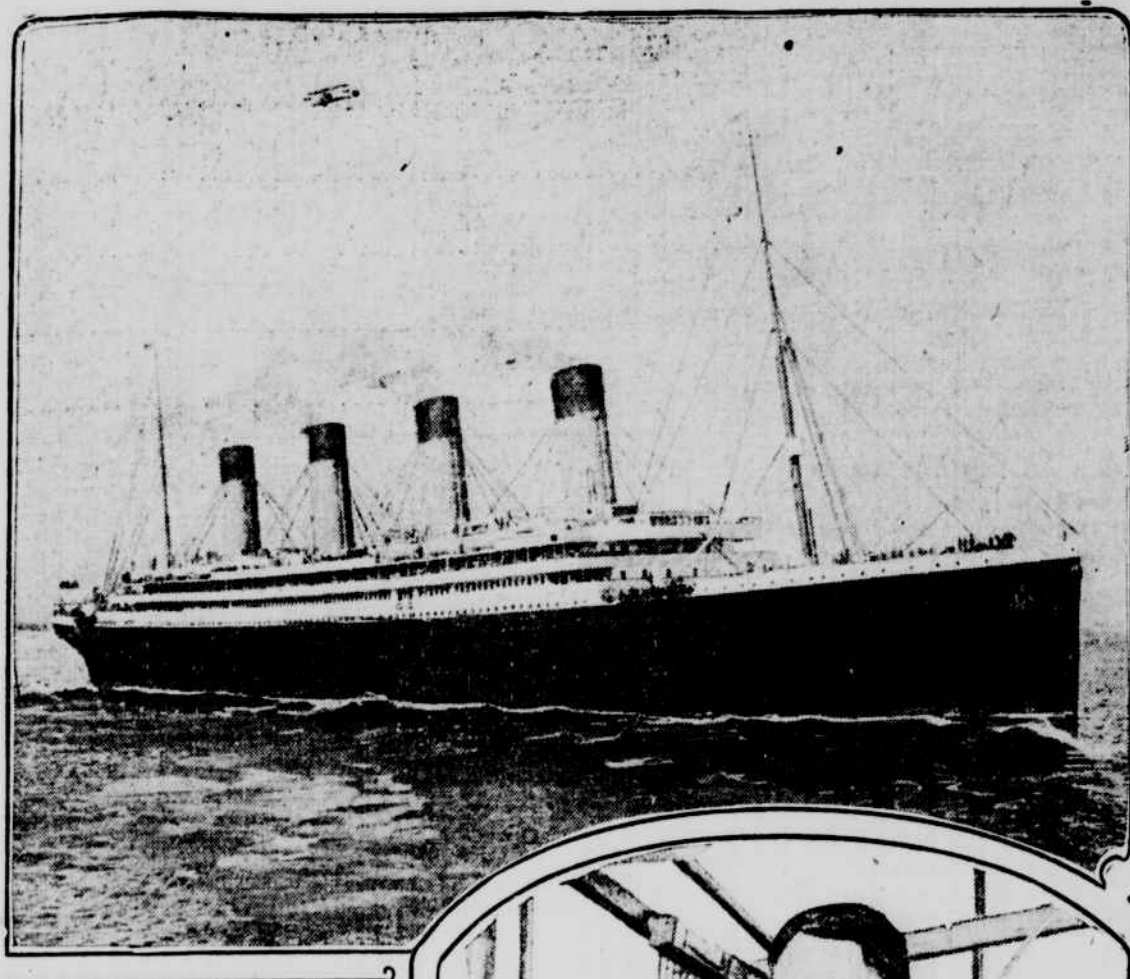
READY TO DIE AT 108; SHE DID.

Lansing, Mich., June 28.—"Well, I guess my time has come," said Mrs. Leticia Williams, aged 108, as she stood in the doorway of the home of her daughter, Mrs. Ellen Hamster, talking to a neighbor yesterday.

With that remark she went inside, and lying down on a couch, passed quietly away. Mrs. Williams celebrated her 108th anniversary on New Year's Day.

ONE NIGHT TRAINS TO COLORADO,
morning and evening, from Chicago via
Rock Island Lines direct to Denver or Colo-
rado Springs. Excursion tickets and book-
lets, 401 Broadway.—Adv.

OLYMPIC GOING DOWN THE BAY WITH AEROPLANE ABOVE HER.

**TWO STEEL COMPANIES
REPORTED INDICTED**

**Grand Jury Said to Have Found
Bills Against American and
Federal Concerns.**

TO MAKE RETURNS TO-DAY

**Prosecution Is Aimed at United
States Corporation Through
Subsidiaries of Which It
Is Composed.**

Indictments in connection with the investigation by a federal grand jury of the American Steel and Wire Company and the Federal Steel Company, the two largest subsidiaries of the United States Steel Corporation, are expected to be returned to-day, according to information obtained yesterday from a government official.

The indictments, it is understood, have been found under the provisions of the Sherman anti-trust law. As told in The Tribune of June 22, the affairs of the United States Steel Corporation have been under investigation by the grand jury for several months, and the indictments expected to-day are the outcome of this work.

The jury instructed with this inquiry was empaneled in May, but because of the scope of the investigation has been continued throughout June. Its term of work closes to-day, and unless its findings are presented to a judge the whole matter will have to be submitted anew to another grand jury.

The plan said to have been laid out by the Attorney General does not contemplate an investigation of the United States Steel Corporation as a whole. The complexity of the corporation's business and the multitude of branches of manufacturing which it controls would make such an investigation almost beyond human task. The prosecution is to be directed against the trusts within the trust.

Although criminal prosecutions were not decided upon until after the Standard Oil and Tobacco cases were won by the government the investigation has been going on for almost six months. Long before Congress adopted resolutions demanding an inquiry into the affairs of the United States Steel Corporation the Department of Justice had started its own investigation.

W. H. Cram, Assistant United States Attorney, has been conducting the investigation, and the importance of the case was indicated when Mr. Roadstrom, a Deputy Attorney General with considerable experience in such cases, was sent from Washington to aid in the work. The inquiry was based on information gathered by the Bureau of Corporations in Washington, but this information alone was not sufficient for indictments. Scores of witnesses appeared before the grand jury to tell all they knew about the business of the two subsidiary companies which the Attorney General's office had decided to investigate.

According to an attorney for the United States Steel Corporation, several officials of that company and the two subsidiary companies involved had to appear before the grand jury.

The American Steel and Wire Company is capitalized at \$50,000,000 common and \$10,000,000 preferred stock, all of which is owned by the United States Steel Corporation. The American Steel and Wire Company owns the entire capital stock of the American Steel and Wire Company of Colorado and the Canadian Steel and Wire Company. It owns all the capital stock and first mortgage bonds of the Troy Steel Products Company and has acquired possession of the Anthony Fence Works, now known as the Anthony Works.

The Federal Steel Company has a capitalization of \$16,484,300 common and \$33,260,900 preferred stock, all of which is owned by the United States Steel Corporation. It was incorporated in 1898 to acquire the capital stocks of the Illinois Steel Company, the Lorain Steel Company, the Minnesota Iron Company and the Johnson Company, of Pennsylvania. It also owns the entire capital stock of the National Tube Company, of Ohio, and the United States Steel Products Export Company, which acts as export selling agent for the several subsidiary companies.

WAS TOO FAT TO ESCAPE

**Man Detectives Wanted to Inter-
view Stuck in Window Frame.**

[By Telegraph to The Tribune.]
Philadelphia, June 28.—To his ponderous proportions George Lewis owes his present residence in jail. His cell is hardly big enough to hold him.

Lewis hired an office on the ninth floor of the Drexel Building and advertised for chauffeurs to drive an armored pay car for the "Pittsburgh Construction Company." One thousand dollars in cash, to be deposited as a bond, was necessary to get the job.

Detectives suspected Lewis, and when they went to interview him to-day Lewis tried to get out of the window. He stuck in the frame and his capture was easy. He has "done time," the police say, in the Eastern penitentiary for other swindles.

CHICAGO'S RICHEST WOMEN

**Mrs. N. F. McCormick, Mrs. E.
Blaine and Virginia McCormick.**

Chicago, June 28.—The names of the richest three women in Chicago were made public to-day on the completion of the personal property tax lists. They are:

Mrs. Nettie F. McCormick, \$2,505,000;
Mrs. Emmens Blaine, \$1,850,000;
Virginia McCormick, \$1,350,000. This is the value of personal property only, including stocks, bonds, mortgages and jewels.

GETS HER PURSE BACK

**Took It from Man's Pocket, but
Won't Appear Against Him.**

Two women were riding on a north-bound Third avenue elevated train early last evening when one touched the other on the arm. "That young man walking toward the rear platform has just taken a pocketbook out of my handbag," she said.

"Why don't you tell the guard?" asked her companion.

"I'm going to wait until the train reaches the 34th street station, then I am going to put my hand in his coat pocket and take out my purse, for I saw him when he put it there," replied the other.

As the train was drawing to a stop the women went to the rear platform of the car and told the guard that they wanted the police whistle blown.

"What's wrong?" inquired the guard.

"The woman placed her hand in the coat pocket of the young man and drew out a purse."

"This young man is a thief," she cried, "and I want him placed under arrest."

The young man suddenly seized the woman and dragged her from the platform into the car, threw her upon the floor and was about to strike her when he was arrested. He said he was Albert Gurre, of No. 299 River street, Paterson. He was held for attempted robbery. The woman failed to appear against him.

STATEROOM CARS TO CLEVELAND.

Traveling Room, Stateroom, 12-section sleeping cars to Cleveland leave Pennsylvania Station at 5:04 and 6:32 P. M. daily over the Pennsylvania Railroad and arrive Cleveland 7:39 the next morning.—Adv.

**ENGLISH DUCHESSSES
IN BOHEMIAN PRANKS**

**Burne-Jones and the Pagets Give
Queerest Party of Corona-
tion Season.**

SIT ON FLOOR AND SMOKE

**Big Cask of Lager Beer for All
—Duchesses of Marlborough,
Somerset, Rutland, Mrs. J. J.
Astor, Maxine Elliott Guests.**

London, June 28.—One of the queerest society events of the coronation season was given to-night by Sir Philip Burne-Jones, the painter, and Sir Richard and Lady Muriel Paget, at the Burne-Jones residence, which was converted for the occasion to resemble an steller in the Quarter Latin.

It was styled "Small and jolly," and was intended to be a Bohemian contrast to the usual society parties. All the chairs were removed and there were no floral decorations. Formal receptions were dispensed with, and the guests huddled on the floor on rugs, on the staircases or in the back garden, the men smoking "churchwardens" and the women cigarettes if they wished.

If they wanted refreshments they had to help themselves from a big cask of lager beer, which stood in the corner of the room wreathed with greens. It was a free and easy affair, all quaffing beer and joining in the chorus of the "Drink Song." But the supper, somewhat inconsistently, was one of epicurean delicacy. It was served on the floor, or the stairs, or wherever there was room to put a plate.

A very distinguished company, who left all their thrills and crowns at home, included the Duchess of Marlborough, the Duchess of Somerset, the Duchess of Rutland, Lady Betty Balfour, Miss Violet Asquith, Mrs. John Jacob Astor, the Duke of Somerset, Lord and Lady Drogheda, Lady Elcho, Sir Edward Dwyer, Mrs. "Jack" Leslie, Miss Maxine Elliott and Miss Genevieve.

THYROID GLAND FREAKS

**Fecundity or Sterility Depend
Upon Its Nourishment in Mice.**

Los Angeles, June 28.—That the mysterious and freakish thyroid gland, in combination with the effects of various diets, may exert a direct influence for large or small families was one of the interesting inferences drawn from a scientific narrative of experiments conducted with mice, played to-day before the American Medical Association by Dr. Reid Hunt, of Washington.

In his experiments with the thyroid gland Dr. Hunt fed three groups of four mice each for four months, and found that fecundity or sterility depended on the activity or idleness of the gland.

One group of mice was fed on oatmeal and liver. This stimulated the activity of the gland, and at the end of the four months there were no little mice. On the other hand, the second group, which had crackers, milk and eggs, increased to 101 in the period.

Cornmeal and milk greatly reduced the birth rate in a third group of four mice. They had six to nine young in four months. Whether like experiments would produce similar results among all animals, including man, Dr. Hunt did not say.

Automobile outings not complete without Angostura Bitters, famous invigorator.—Adv.

**LOFTY FAREWELL TO
OLYMPIC NEAR HOOK**

**Thomas Sopwith, English Avi-
ator, Drops Letters from His
Aeroplane While Over Ship.**

NO MISHAP MARS SAILING

**Big Liner, Warped from One Pier
to Another, Backs Into River
and 12 Minutes Later
Heads for England.**

The White Star liner Olympic, which has the distinction of being the biggest merchantman in the world, went out of this port yesterday on schedule time, but before arriving off the Hook had an honor bestowed upon her such as comes to few vessels. She was visited by an aviator, who brought her messages of goodspeed and then left her as quickly as he had come. The monster signaled her thanks for the courtesy, and, getting beyond the lights, put on full speed for Southampton.

The Olympic, with 731 saloon passengers, 435 second and 1,075 third, backed out into the North River a few minutes after 3 p. m. A heavy ebb tide was running at the time, and the job of getting out safely 45,000 tons of steel, 882 feet long, was not an easy one.

Captain Smith had spent an hour and a half making his big charge fast when she arrived here a week ago, but getting her out was an experiment. He had studied the problem, however, and did what has seldom been required before in this harbor. He warped the big liner from the north side of Pier 59 to the south side of Pier 60, and then let her back out slowly, with her stern heading to the northwest. A fleet of twelve tugs whose skippers had had their instructions knew what to expect and were ready for her in midstream.

The whole thing was done with precision, and within twelve minutes after her screws had started turning the Olympic was ready for her journey to England.

Aviator Takes Passenger.

Just about the time she had straightened herself out Thomas Sopwith, an English aviator, in a powerful Howard-Wright biplane, ascended from the Nassau aviation field near Garden City and headed for the Brooklyn side of the Narrows. He took along Richard R. Sinclair as a passenger, and guided, as he said afterward, solely by the sun headed for the Crescent Athletic Club, where he had agreed to stop and take aboard a package from Wanamaker's.

The department store had arranged with Sopwith to deliver a pair of spectacles to W. Atlee Burpee, a Philadelphia seaman, who was a passenger on the Olympic, but a patch of haze which stole in over South Brooklyn at a critical hour, thwarted the plans of the aviator. He was up a thousand feet and time was pressing. The Olympic had 1,617 bags pressing. The Olympic had 1,617 bags pressing. The Olympic had 1,617 bags pressing.

The vessel went down the bay at much more than half speed, and Sopwith had to do some flying to gauge it. He had to jockey about in the air, get directly over her path and allow for the thousand foot descent to be taken by the bundle of letters he was to drop on her sun deck.

It was no child's play, and Sopwith thanked his stars that he had not taken on the additional weight of Timothy L. Woodruff, who had planned to go up with him as a passenger when he left Garden City.

The haze made the Crescent Athletic Club obscure, so Sopwith decided to abandon getting the Wanamaker package and stick to the ship. He went out steadily over the Narrows and picked up the Olympic. He saw well ahead of her the police boat Patrol, which had been sent to Mr. Woodruff and a party of friends by Commissioner Waldo. The Patrol loitered until the Olympic came by and then ran along with her. Mr. Woodruff and his friends kept their eyes on the aviator until he dropped the packet.

It did not fall on the Patrol, Mr. Woodruff explained, nor did it hit the water on the liner's port side. Therefore the ex-Lieutenant Governor assumed that the missives fell into the water on the starboard side. Mr. Sopwith could not tell from his exalted place whether the package hit the deck or dropped into one of the four funnels.

The Olympic passed the Battery at 3:50 p. m., and according to the aviator's time he was over her in the Narrows at 4:15 p. m., the biplane having left Garden City at 3:27 p. m.

The letters Mr. Sopwith took up with him were mostly his own, which he had written to friends in London. He had one for Harry W. Harkness, an amateur aviator of Pasadena, Cal., who was a passenger on the Olympic.

Lands Near Clubhouse.

After making an effort to deliver the goods Sopwith swooped down about five hundred feet above ground, and at 4:17 p. m. landed on the Crescent Athletic Club's grounds. He was disconcerted for a time by the tennis courts and other sporting paraphernalia about the club, but after describing a few circles picked his landing place and glided safely and deliberately down, dropping between the main club building and the flagpole, which are about one hundred and fifty feet apart.

Meanwhile Mr. Woodruff and his party arrived from the Narrows. After a rest of a half hour they started for Garden City in an automobile, and Sopwith took wing. The aviator complained of the tightness of the air. He thought the great heat of the day had made the low atmosphere exceptionally light, and he had difficulty in getting a rise. After making three ascensions, getting no higher than 150 feet, he finally shot up to 500 feet and headed for Garden City. Once under way he worked his biplane up to about 1,000 feet, a height which

A SANE FOURTH OF JULY.
Celebrate With Dewey's Pure Wines.
H. T. Dewey & Sons Co., 138 Fulton St., N. Y.
—Adv.